

Bath & North East Somerset Council			
MEETING:	Cabinet		
MEETING DATE:	7 th December 2011	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2317
TITLE:	Local Sustainable Transport Fund Main Bid		
WARD:	All		
AN OPEN PUBLIC ITEM			
<p>List of attachments to this report:</p> <p>Appendix 1: Key Component Final bid</p> <p>Appendix 2: Large Project Costs V6.XLS</p> <p>Appendix 3: Match Funding Log</p> <p>Appendix4: Key Component Final bid</p> <p>http://www.travelplus.org.uk/local-sustainable-transport-fund/developing-our-bid</p> <p>Appendix 5: Diagram showing WEST themes</p> <p>Appendix 6: Local Sustainable Transport Fund Large Project Initial Proposals June 2011</p> <p>http://www.travelplus.org.uk/local-sustainable-transport-fund</p>			

1 THE ISSUE

1.1 In September 2010 the Government announced the creation of a Local Sustainable Transport Fund (LSTF) aimed at both climate change and local economic growth through the implementation of sustainable transport solutions. The Fund provides a total of £560m over the four year period 2011/12 to 2014/15, split between £210m capital (38% of the Fund) and £350m revenue (62%). Applications to the Fund can either be for small (up to £5m) or large (up to £50m) projects. Guidance on the application process for these funds was provided by the Department for Transport (DfT) in January 2011. The Council together with the other West of England Councils made a bid for initial Key Component funding of £5 million in April 2011 as endorsed by the Joint West of England Executive Committee on 4th March 2011 This bid was successful with the full sum being awarded by DfT in July 2011 to Bristol City who accepted on behalf of the four authorities (ref Appendix 1). This Council's share of this award is £750,000.

1.2 The Local Sustainable Transport Fund (LSTF) provides an opportunity for local transport authorities to bid for funds to bring forward packages of sustainable travel measures with a primary focus of supporting economic growth and reducing carbon. In addition guidance advises that these packages should seek to address supplementary objectives of tackling problems of air quality, delivering

improvements in public health, improving safety, and delivering wider social and economic benefits for communities.

- 1.3 The West of England also made an application in June 2011 to be granted approval to bid for £25.5 million major scheme funding from the LSTF fund. In August 2011 the DfT announced that West of England's application had been successful and invited them to submit a bid for the WEST major project by the 20th December 2011. Confirmation of Cabinet's approval to submit this bid is now sought. The Councils share of the major scheme bid if successful is £3.25 million.
- 1.4 A report is also being submitted to the West of England Partnership Joint Executive Committee on the 7th December with the recommendation that Members note the progress with the Key Commuter Routes Project and approve the submission of the WEST project bid.
- 1.5 The approval of the Cabinet to submit the WEST bid will enable the West of England Partnership to submit the bid to the Department for Transport by the 20th December 2011

2 RECOMMENDATION

The Cabinet agrees that:

2.1 the £750,000 awarded through the Local Sustainable Transport Fund Key Component bid be accepted by Bath & North East Somerset Council.

2.2 the West of England joint bid for £25.5 million (WEST) from the DfT Local Sustainable Transport Fund be approved subject to approval of the Council's matched funding elements as part of the Revenue Budget and Capital Programme in February 2012

3 FINANCIAL IMPLICATIONS

- 3.1 The £750,000 awarded for the Key component bid consists of capital and revenue to spend by July 2013. The Department of Transport have been clear that money allocated for 2011/2012 must be used within that period
- 3.2 The total cost for the WEST project bid to the Department for Transport will fund £25,432,000. The funds will consist of £14,606,000 revenue, £10,826,000 capital.
- 3.3 The WEST major bid if successful will provide a further £3.25 million (comprising £1,592,000 capital and £1,658,000 revenue funding as detailed in Appendix 2 Large Project costs) for the Council. The Government has yet to make clear what level of local and/or matched funding will be required. Local authority funding of £1,993,000 is available of which £1,327,000 is represented by the Council's contribution to the implementation of the Public Realm and Movement Strategy and £500,000 towards area wide 20 mph schemes (ref Appendix 3 Match Funding). In addition matched funding contributions of £2,351,000 provided by 3rd parties are available but these are not underwritten by the Council. The Council matched funding elements will be subject to formal approval of the Capital Programme as part of the Budget Report to Council in February 2012.

3.4 After completion of schemes funded through the LSTF bid in 2015 any continuing commitment would be funded through existing budgets. Where this is not possible there would be no further commitment as such schemes would be reviewed against existing priorities at that time.

4 CORPORATE PRIORITIES

4.1 The project has a direct effect on six of the Council's key priorities as described below

- *Building communities where people feel safe and secure*
Improved walking and cycling facilities will provide a safer environment for all people eg through the implementation of 20mph speed limits
- *Improving life chances of disadvantaged teenagers and young people*
Improved accessibility through walking, cycling, and improved information and through transitions training at key points in school and college will provide better opportunity for the disadvantaged and young to gain access to services and job opportunities
- *Sustainable growth*
Through providing improved alternatives to the car and through engaging directly with employers accessibility to work can be improved while at the same time dealing with the causes of congestion.
- *Addressing the causes and effects of Climate Change*
Encouraging the change to alternative modes of transport at various stages of life will have a direct effect on emissions by reducing the level of car use and also associated congestion.
- *Improving transport and the public realm*
Improved walking and cycling environments will enable public realm improvements to be realised

5 THE REPORT

5.1 In September 2010 the Government announced the creation of a Local Sustainable Transport Fund (LSTF) aimed at both climate change and local economic growth through the implementation of sustainable transport solutions. "These solutions will be geared to effectively tackling the problems of congestion, improving reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment". Two separate tranches of funding were available an initial small Key Component up to £5 million and a subsequent Major Scheme bid up to £50 million.

5.2 This Council together with Bristol City Council (as the lead authority), North Somerset Council and South Gloucester Council made a West of England bid for initial Key Component funding of £5 million in April 2011 as endorsed by the Joint West of England Executive Committee on 4th March 2011 (Appendix 4). This bid was successful with the full sum being awarded by DfT in July 2011 to Bristol City Council on behalf of the West of England. This Council's share of this award is £750,000 and is to be used to fund

- a) a cycle route from Batheaston to Bath Spa through the city centre,
- b) a member of staff to engage directly with employers on key commuter routes regarding sustainable transport services made available through the project.

- c) a Sustainable Transport Field Team which will visit employers to promote available sustainable transport services.

5.3 The West of England authorities, with Bristol City Council as the lead council, also made an expression of interest for the now named "WEST" major scheme to bid the LSTF fund for £25.5 million. In August 2011 the DfT announced that West of England's expression of interest had been successful and invited them to submit a full bid for the WEST major scheme project by December 2011.

5.4 The WEST bid covers the West of England journey to work area but focuses measures on specific routes or locations where the effect will be greatest. This includes Bath, Bristol and Weston Super Mare town centres, 11 key commuter routes, 3 key employment clusters, 4 universities, 90 schools and a selection of urban and rural communities. The scheme will be delivered between 2012/ 2013 and 2014/2015. Clear governance procedures will be agreed between the four authorities and the Department for Transport to ensure that, should the bid be successful, the use of the funds made available comply with the award conditions.

5.5 In addition the bid is based around three main themes as shown on in Appendix 5

<http://www.travelplus.org.uk/local-sustainable-transport-fund>

- **Low Carbon Commuting**

This involves targeting business travel on key commuter corridors and at major employment locations.

- **Active and Sustainable Communities**

Working with local communities to develop sustainable transport solutions.

- **Transitions to a Low Carbon Lifestyle**

Focussing on influencing the choices people make as they move school, university, home or job.

5.6 Bid development has involved, and will involve further, extensive working with partners such as schools, universities, employers and health authorities

5.7 Details of bid are contained in the Local Sustainable Transport Fund Large Project Initial Proposals (ref. Appendix 6)

6 RISK MANAGEMENT

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

7.1 The WEST project is taking forward policies contained within the 3rd Joint Local Transport Plan and is not expected to have an adverse impact on equality groups. This report seeks only permission to bid for funding at this stage. In the event of a

successful outcome final approval to take the project forward will be subject to an Equalities Impact Assessment

8 RATIONALE

8.1 The bid if successful will bring £3.25 million of additional funding to the Council to assist in meeting its corporate priorities which would not otherwise available.

9 OTHER OPTIONS CONSIDERED

9.1 There are no other sources of Government funding available for schemes of this size and scope so no other options were considered other than not to bid at all. Not bidding would have left the Council with no opportunity to obtain additional sustainable transport funding.

10 CONSULTATION

10.1 : *Cabinet members; Parish Council; Town Council; Overview & Scrutiny Panel; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies;; Section 151 Finance Officer; Chief Executive; Monitoring Officer*

10.2 Consultation will be undertaken in various ways (stakeholder meetings, workshops etc) at various stages throughout the development of detailed schemes which together form the WEST bid

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 : *Social Inclusion; Customer Focus; Sustainability; Young People; Corporate; Impact on Staff; Other Legal Considerations*

12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

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Sponsoring Cabinet Member	<i>Councillor Symonds</i>
Background papers	Local Sustainable Transport Fund – Guidance on the Application Process; Department for Transport; January 2011
Please contact the report author if you need to access this report in an alternative format	